GEOGRAPHIC NEWS BULLETIN

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

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General Headquarters, Washington, D. C.

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SHAKESPEARE MEMORIAL THEATER, STRATFORD, NEAR NORTHAMPTON

(See Bulletin No. 4.)

HOW TO OBTAIN THE BULLETIN

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Where King John Signed the Magna Carta

RUNNYMEDE looms big in literature and oratory. Seldom is "liberty," "freedom," or "constitutionalism" spoken of but that Runnymede is referred to.

But one will look in vain for this place, whose name is familiar to every schoolchild, on any save the largest maps of the county of Surrey. It is only an inconspicuous meadow, as its name discloses. But for tradition that makes it almost a holy place to all Englishmen, it might be passed by like hundreds of other pretty, level, green spots on the banks of the Thames.

Only Few Miles Outside of London

Runnymede lies only five miles down the Thames from Windsor, the town which holds the most sumptuous of the palaces of the British kings, and which gave its name as an English family name to the present monarch when, during the World War, his German name became unacceptable. The meadow is only some twelve or fifteen miles upstream from London—so close that the city's citizen soldiers maintain a rifle range for practice on the edge of the famous tract.

There is a conflict of opinions as to whether Runnymede or Magna Carta Island, just off shore, was the site of the signing of the Great Charter. A generally accepted version of the historic incident states that the army of barons encamped on Runnymede, that King John's followers remained on the opposite bank of the stream, and that the meetings between the monarch and the leading barons took place on the little island. A cottage on the island houses a stone slab on which it is asserted that the document was signed.

Harbored Germs of Parliamentary System

Though the original "Articles of the Barons" were signed on June 15, 1215, the day on which they were presented, the provisions were not put in the form of a charter and executed by John until June 19; so this day also might lay claim to the title, "Magna Carta Day." Four more days were taken up making provisions for carrying out the charter. During the entire period of a week and a day the baronial army remained encamped under arms at Runnymede, while King John rode over each day from his palace at Windsor.

The Great Charter which was signed at Runnymede or on its nearby island has been pretty well accepted as the greatest document in English history. Some commentators have gone so far as to see in it the seed of the English Constitution of today. Other English students of the charter feel that it did not differ materially from other charters granted by earlier kings, but that it has been especially valuable on account of the dramatic situation surrounding its signature and of the ideals, created by the reverence for the document shown by subsequent generations. According to such views it harbored the germs which later developed into the writ of *habeas corpus*, trial by jury and the parliamentary system.

A very large part of Magna Carta was devoted to restraining the king's taxing powers and to setting out feudal procedure, the latter a field now wholly

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WINDSOR CASTLE, QUEEN VICTORIA'S FAVORITE HOME BESIDE THE THAMES

Purchased by William the Conqueror from the monks of Westminster Abbey, the site on which Windsor Castle now stands has been built upon by many successive rulers. From the Round Tower, which was used as a prison until 1660, there is a wonderful view of the well-ordered countryside, with Eton College just across the Thames. This view shows the Private Apartments as seen across the East Terrace Garden from the air. (See Bulletin No. 1.)

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The "Soo," World's Busiest Canal

WHEN THE locks at Sault Ste. Marie closed down for the winter in December because Jack Frost's fingers were getting a firmer and firmer hold on the north country, the world's busiest canal went out of business temporarily.

Through this narrow gateway that joins the greatest of the Great Lakes to its sisters to the east and south flows for eight months of the year a "marine parade" of huge vessels that dwarf traffic streams elsewhere. The 66 million tons of freight sent through in 1922 was something like five times as great as the freight passing through the Panama Canal that year, and more than three times as great as that moved through Suez in its best twelve-months.

The St. Mary's "Jumping" Waters

The vast wheat fields of Minnesota, the Dakotas and parts of Canada, and the great iron and copper mines on the shores of Lake Superior are the chief factors that have built up this inland canal's tremendous business. Ore furnishes most of the weight in the year's freight total, but the grain handled is of greater value.

The St. Mary's River, which connects Lakes Superior and Huron, has on its banks at the rapids towns named Sault Ste. Marie both in the United States and in Canada, each with a population of about 12,000. Though the name is spelled "Sault" it is pronounced "Soo," and many Americans both in and out of the town have insisted on spelling it as it is pronounced. Letters addressed to "The Soo, Michigan," have never failed to reach their destination. The term means "the jump" or "tumble" of the St. Mary's river.

Old Portage Trail Now City Street

The banks of the St. Mary's at the rapids formed the site of a mission and fur trading post in the early days of the French settlement of North America. During the British regime the first lock was built in 1797, a small affair capable of handling only canoes and skiffs. Even this was destroyed by American soldiers during the War of 1812.

For nearly half a century all freight was taken past the rapids on the American side by portage, first, in carts and later on a horse-drawn tramway. The American Sault Ste. Marie's principal business street of today grew up along this old portage just as Broadway grew along the cow path of the early New Amsterdamers.

Frontier Color in Streets on Saturdays

Sault Ste. Marie is a typical modern, wide-awake American town through the week, but on Saturdays it takes on a color that proves that it is not yet wholly out of touch with its virile frontier days. Then numerous Indians join its street crowds and everywhere one encounters booted "lumber-jacks" wearing colored flannel shirts, and if it is cold, generously checked mackinaw jackets.

Near the "Soo," in the Taquamenon River country, among the Ojibway

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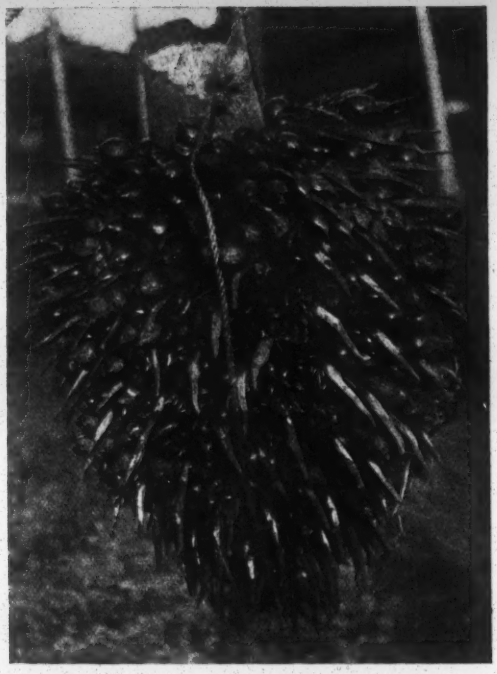
without practical interest. Nor were all the steps taken in Magna Carta forward steps. It sanctioned the trial by ordeal, provided credible witnesses were present. One paragraph provides that no one shall be arrested on the appeal of a woman, except on the charge of causing the death of her husband. The reason assigned for this "reform" was that a woman could not prove her case in the judicial combat.

Bulletin No. 1, February 25, 1924.



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AN OIL PALM CONE

This cone of fresh fruit, cut from under the fronds at the crown of the oil palm, weighs 56 pounds and contains 1,445 serviceable oil palm nuts. The core of the cone is used by the natives in preparing a powerful black soap. (See Bulletin No. 5.)

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Vancouver: An American Canadian City

VANCOUVER has one of the half dozen safest and most commodious harbors in the world. Indeed the Vancouver citizen will tell you that it is the "second finest harbor in the world," generously leaving you to pick the first for yourself. Shipping news of Vancouver often is shipping history appreciated enthusiastically by the populace. Recently, the "Empress of Canada" cut down the trans-Pacific running time to a new low record, and her crew was feted by the city for their performance.

The Vancouver enthusiast proclaims his city "American"—and it is just that in its enterprise, zest and civic spirit. In loyalty, though, it is extremely Canadian, and it typifies the spirit of modern Canada as vividly as our own Kansas City, St. Louis, and Omaha represent our vigorous Mississippi-Missouri Valley.

Near in Time; Far in Customs

Vancouver is five hours from Victoria by boat; but the two cities are five centuries apart in some of their customs. Their feeling toward each other is not one of jealousy—they are too different for that. Victoria regards Vancouver as a growing boy, exuberant, spirited, and a bit too flushed with his own achievements; Vancouver looks upon Victoria with the respect and tolerance one bestows upon a gentle maiden aunt who is a bit old-fashioned. Victoria is frankly Victorian; Vancouver is aggressively modern.

Vancouver considers her commercial rival the third city of this unusual water-bound civic triangle, which is Seattle. She tries to convince the thousands of summer trourists, the great majority from "the States" that she has sights to offer as well as Victoria; and she seeks to show the business man that she affords the best shipping facilities north of San Francisco.

Vancouver—City and Island

Vancouver has her troubles with nomenclature, as has San Francisco. "When you say Vancouver you mean the city," is the gist of the idea she seeks to impart. If you speak of Vancouver Island, Vancouver would have you, as would the Victorians, simply say "the island." It troubles Vancouver a bit to have the capital city of British Columbia located on "the island," but occasional suggestions of a change have never been taken seriously.

A railroad made Vancouver. Anyone who spins across prairies and mountains on an express from Montreal or Toronto to Vancouver must marvel at the vision and skill of the men who "bridged two oceans and linked four continents."

With all the comforts of your club you are whisked among snow-capped and unclimbed mountains, across dizzy canyons, through a five-mile tunnel, and if you would stop over to see some world-famed natural beauty spot, such as peak-dotted Banff or azure and altitudinous Lake Louise, the railroad has built you a hotel and even has thoughtfully provided ponies for your children to ride.

At your continental trail's-end, Vancouver, as in other cities, you encounter

Indians, originated the Hiawatha legend; and each fall redskins gather to enact the delightful story made famous by Longfellow.

Even though the fall at the "Soo" is little greater than twenty feet, a large volume of water passes out of Lake Superior and much water power is available. Big hydro-electric plants have been developed on both sides of the river and the towns are of growing importance industrially. While the throaty blare of the whistles on the lake steamers is silent in winter the water wheels still turn and keep woollen and lumber mills, carbide and chemical factories, and numerous small enterprises busy.

Bulletin No. 2, February 25, 1924.

Notice to Teachers

IN CONNECTION with Bulletin No. 2, "The 'Soo,' World's Busiest Canal," teachers will find useful, for reading and reference assignments, the following bibliography of material on world canals in the National Geographic Magazine. Files of the National Geographic Magazine are to be found in progressive school libraries and in all public libraries.

In subsequent issues of the Weekly Geographic News Bulletins material on other industries and products of the land and sea will be keyed in connection with bulletins on such subjects. Typical industries or products will be indexed in this manner, such as wheat, cotton, glass making, cement making and silk weaving.

Further references to articles dealing with these subjects will be found in the Cumulative Index to the National Geographic Magazine, 1899-1922.

WORLD'S GREAT CANALS

Important Canals

Between Baltic and Black Seas. Vol. 15, p. 236.
Joining Old Rhine to the Sea. Vol. 43, p. 285.
Corinth Isthmian Canal. Vol. 42, p. 623. illus. p. 590. Vol. 16, p. 476.
The New Erie Canal. Vol. 16, pp. 568-570. 1 map.
Kiel Canal Fortifications Dismantled. Vol. 16, pp. 476-77.
Suez Canal. Vol. 42, pp. 379, 387, 389. illus. 388, 390, 392.
English Canal System. Vol. 41, pp. 473, 475, 483. 1 map, 2 illus.
French Canal System. Vol. 44, p. 48.
Bird's-eye View of Panama Canal. (insert) Vol. 23, p. 105.
Holland Canals. Vol. 19, p. 624.
General Description of Panama Canal. Vol. 22, p. 155.
United States Canals. Vol. 43, illus. 358-370, 662.
Suez Canal. Vol. 16, pp. 475-76.
Kronstadt-Leningrad Canal. Vol. 16, p. 476.
Manchester Ship Canal. Vol. 16, p. 476.
Sault St. Marie. Vol. 16, pp. 477-78. Vol. 32, p. 142.
Welland Canal. Vol. 16, pp. 477-78.

Financing, Cost, Tolls, Etc.

Early American Appropriations for Inter-oceanic Canals. Vol. 16, p. 297.
Canal Zone's Purchase Price. Vol. 30, p. 89.
Fixing Panama Tolls. Vol. 23, pp. 197-98.
Panama Canal Worth Investment. Vol. 22, pp. 210, 211.

Building Canals

Use of Concrete at Panama. Vol. 23, pp. 201-2.
How the Shovels Work. Vol. 22, pp. 161, 167.
What Causes Slides. Vol. 25, p. 145.

Locks and Boats

Amphibious Boats in Pennsylvania Canal. Vol. 35, pp. 374-76.
German Canal Boat. illus. Vol. 41, p. 559.
How Panama Locks Work. Vol. 22, pp. 181; 186. illus. Vol. 25, pp. 160-62, 164-68.
Electric Mules Haul Boats. Vol. 25, p. 171. Vol. 39, p. 592.

Canal Administration

Health Conditions at Panama. Vol. 23, p. 202.
Hotels and Messes for Employees. Vol. 20, p. 353.

Special Articles

"The Cape Cod Canal." By Commodore J. W. Miller. Vol. 26, pp. 185-190, 3 illus. 1 map.
"Great Canals of the World." Vol. 16, pp. 475-79.
"The Panama Canal." By William Joseph Showalter. Vol. 23, pp. 195-205.
"The Panama Canal." By Rear Admiral Colby M. Chester, U.S.N. Vol. 16, pp. 445-67, 8 illus.
"Battling With Panama Slides." By William Joseph Showalter. Vol. 25, pp. 133-153, 15 illus.
"The Panama Canal." By Lieut. Col. George W. Goethals, U.S.A. Vol. 20, pp. 334-55, 8 illus., 1 map.
"The Panama Canal." By Lieut. Col. George W. Goethals, U.S.A. Vol. 22, pp. 148-211, 47 illus., 2 maps.
"Probable Effect of Panama Canal on Commercial Geography." By O. P. Austin. Vol. 25, pp. 245-48.

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Certain Famous Birthplace Areas

THAT BENJAMIN FRANKLIN'S grandfather, who was a blacksmith, may have plied his trade on horses owned by the ancestors of George Washington and of John Adams and John Quincy Adams, before any members of these famous families ever dreamed of trying their fortunes in America, is an interesting possibility developed by the discovery and recent purchase and dedication of the Adams ancestral home at Floore, Northamptonshire, less than ten miles from the Washington home at Sulgrave and the Franklin home at Ecton.

Not content with being the source of the Washington, Adams and Franklin families, Northamptonshire, a small inland county only a trifle larger than Cook County, Illinois, over which Chicago spreads, also claims that within a ten-mile radius of Sulgrave manor lived the ancestors of Henry W. Longfellow, the late Warren G. Harding, and William Penn.

A Notable Virgina Region

From Northamptonshire and the counties to the north, Lincoln, York and Nottingham, came the main stream of pioneer English stock to settle and make America, but few places can challenge Northamptonshire's claim as an outstanding garden of heroes and great minds.

One counterpart to Northamptonshire in the United States is to be found in Virginia. On a clear day one can stand on the watershed of the Blue Ridge Mountains at the intersection of Rockingham, Greene and Madison Counties and see over a countryside containing the life-long home of Madison, in Orange County, the birthplace of John Marshall at Midland, the birthplace of Thomas Jefferson at Shadwell, the birthplace of Woodrow Wilson at Staunton, the birthplace of Abraham Lincoln's father at Broadway, the birthplace of John Sevier, first Governor of Tennessee near Lacey Springs, and the birthplace of Zachary Taylor near Orange.

Within a radius of 75 miles from a point 43 miles northwest of Richmond, Virginia, were born twenty-three men whose names loom large in American history: George Washington, James Monroe, Thomas Lightfoot Lee, Richard Henry Lee, and Robert E. Lee in Westmoreland County. Zachary Taylor and James Madison in Orange County, Lincoln's father and John Sevier, Rockingham County, Thomas Jefferson in Albemarle County, Henry Clay and Patrick Henry in Hanover County, John Randolph, Chesterfield County, Woodrow Wilson in Augusta County, George Mason in Stafford County, John Tyler and Benjamin Harrison, Charles City County, General Winfield Scott, Dinwiddie County, John Marshall, Fauquier County, Sam Houston, Rockbridge County and three signers of the Declaration of Independence, Carter Braxton, King and Queen County, John Penn, Caroline County, and George Walton, Frederick County.

Seven Presidents from Ohio

Ohio has produced seven Presidents but she generously distributed the honors to all parts of the state.

Genealogists delving into strata of society like geologists exploring generations of rocks, are discovering in Northamptonshire, and other districts of England,

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another nation-building corporation, the Hudson's Bay Company. For that historic company which still trades supplies for furs with the remote Eskimos at ice-bound posts now operates a chain of department stores where tweeds, golf-balls, earrings and a thousand ultra-modern articles are stocked.

Vancouver's Stanley Park, with its giant cedars and firs, is renowned and its lure attracts the sea-borne visitor as he passes the "first narrows" of the city's harbor. The city has preserved its trees and flowers though they occupy a peninsular water-front site where real estate is at a premium.

Goblins of the Beach Today and Yesterday

Its clean streets, new office buildings, modern apartments, brisk traffic, all are a part of its modernism. Its distinctive recreation facility is its English Bathing Beach where, until a few years ago, the women kept pretty much to one end of the beach and men to the other. That time has passed. But the custom of wearing one's bathing robe to the edge of the water survives. There is no parading the beach. One goes to the English Bathing Beach to get in the water.

The beach withholds its most picturesque aspect until nightfall. Then many driftwood fires are built along the shore at which bathers dry themselves before going home in automobiles. With eerie figures dancing around many fires one may recall the days before Simon Fraser paddled a canoe along the river now named for him, and George Vancouver arrived, to find Indians tending beacon fires along these very shores to signal the homeward way to their fishing canoes.

Bulletin No. 3, February 25, 1924.

Form for Renewal of Bulletin Requests

Many requests for the GEOGRAPHIC NEWS BULLETIN were made for the year ending with this issue. If you desire the Bulletins continued kindly notify The Society promptly. The attached form may be used:

School Service Department,
National Geographic Society,
Washington, D. C.

Kindly send.....copies of the GEOGRAPHIC NEWS BULLETIN for the school year beginning with the issue of....., for classroom use, to

Name.....

Address for sending Bulletins.....

City.....State.....

I am a teacher in.....school.....grade.

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Madagascar: A Possible New Source of Radium

THE BEZANOZANO belles of Madagascar, where radium has recently been found, are wearing their hair in coiffures which produce the same effect as the shingle, the "last word" in hairdressing among the ladies of fashion at Rye and Newport.

The Madagascar lady, however, plaits her locks in fine braids and coils them in flat disks low over her forehead and ears and over her head to the base of her neck.

The Bezanozano tribe is one of the great number of races and tribes of Malay and Polynesian origin which inhabit this third largest of all the great islands of the world, lying off the southeastern coast of Africa.

Some Curious Human Relics

The ethnologist who is hunting a combination of occupation and amusement will find stimulating traces of the traditional Vazimba who were powerful before the coming of the conquering Hova, the fairest and most intelligent of all the islanders; in the warlike proclivities of the dark frizzy-headed Sakalava; in the human fish characteristics of the Vezo who seem to be as much at home in the water as on land; in the despised and down-trodden but happy Betsimisaraka; and in the Malagasy, whose women enjoy in some respects a freedom denied to European women.

In its 230,000 square miles of territory, larger than the areas of pre-war France, the mother country, and Belgium combined, the botanist, the zoologist and the mineralogist will also find stimuli for their various bents. The botanist's paradise includes a wide range, from the sparse vegetation of the drought-parched plains of the west and south to the forest belt with its flowering lianas, tree-ferns and fungi, bamboos and ravenalas or "Traveler's Tree." From the leaf-sheaths of the last mentioned tree a pure cool supply of water is obtained. The leafy tamarind shelters the tribal conclaves of native chiefs, and the baobab yields a rich oil.

The zoologist has an interesting field for his endeavors. Though none of the large animals which make hunting in the interior of Africa so exciting are to be found in Madagascar, the island has one animal found nowhere else in the world—the aye-aye, a squirrel-like specimen about the size of a cat, which is nocturnal in its habits. Very little is known about the aye-aye. The natives regard it with dread as they believe any person who kills one will die within the year. The wild boar and the lemur are the greatest of the fauna of the island. But cattle, ostriches and sheep are now being raised in great numbers, and millions of fish abound in the streams.

Hammock Is Common Carrier

To him who seeks the wilds untrammelled by civilization Madagascar holds out fascinating lures—roads are almost totally non-existent throughout the island, in many places the only possible means of conveyance being a crude hammock swung on a pole and carried on the shoulders of natives. This feature, of course, constitutes one of the greatest drawbacks to its development at the present time.

Scotland and Wales, what manner of men were these whose sons dared cross 3,000 miles of ocean in tiny vessels to build a new nation. They have found that not only was Benjamin Franklin's grandfather a blacksmith, but that the noted philosopher, printer, postmaster-general, scientist, statesman came from a long line of blacksmiths.

The Washingtons were wool merchants. William and Thomas Randolph, also of Northamptonshire, came to America to repair their fortunes which had been ruined by the Cromwell revolution. William Penn's mother was a daughter of a Dutch merchant of Rotterdam and his father, an English admiral. Roger Williams is said by certain authorities to have been the son of a London tailor, while John Harvard, for whom Harvard University is named, was the son of a London butcher. The father of William Brewster, immortal leader of the Puritan band, was postmaster and bailiff of the little village of Scrooby in Nottinghamshire, seventy miles north of Northamptonshire. William Bradford, who succeeded John Carver of Nottinghamshire as governor of the Plymouth colonists came from Austerfield, Yorkshire, four miles from Scrooby. Indications are that he was also of English yeoman stock.

Geography and Genealogy and Robin Hood

This part of northwest England, from which came the families of so many staunch American leaders, is that part of the island in which the waves of early invasions melted one into the other. The Saxons and the Angles landed along this west coast, fought, conquered and then intermarried with the native Britons. In 870 the Danes overran these rolling grass plains, repeating the cycle.

Then, in 1066, came the Normans of Viking stock self-transplanted to France. They did their best to impress the French customs and French language on the conquered people. Instead, out of the welter of antagonism between Norman lord and native serf came a new language, the English language and a new people, the English people, drawing from the component races, but bearing a definite flavor and individuality unrelated to continental civilization.

This new racial fusion asserted itself in the very country from which America drew heavily to found the republic. In Nottinghamshire's Sherwood Forest, Robin Hood became the popular hero representing the native classes successfully challenging the Norman lords. He was a legendary ideal yeoman, one of the class destined to steal kingly prerogative bit by bit to build the institutions of democratic government.

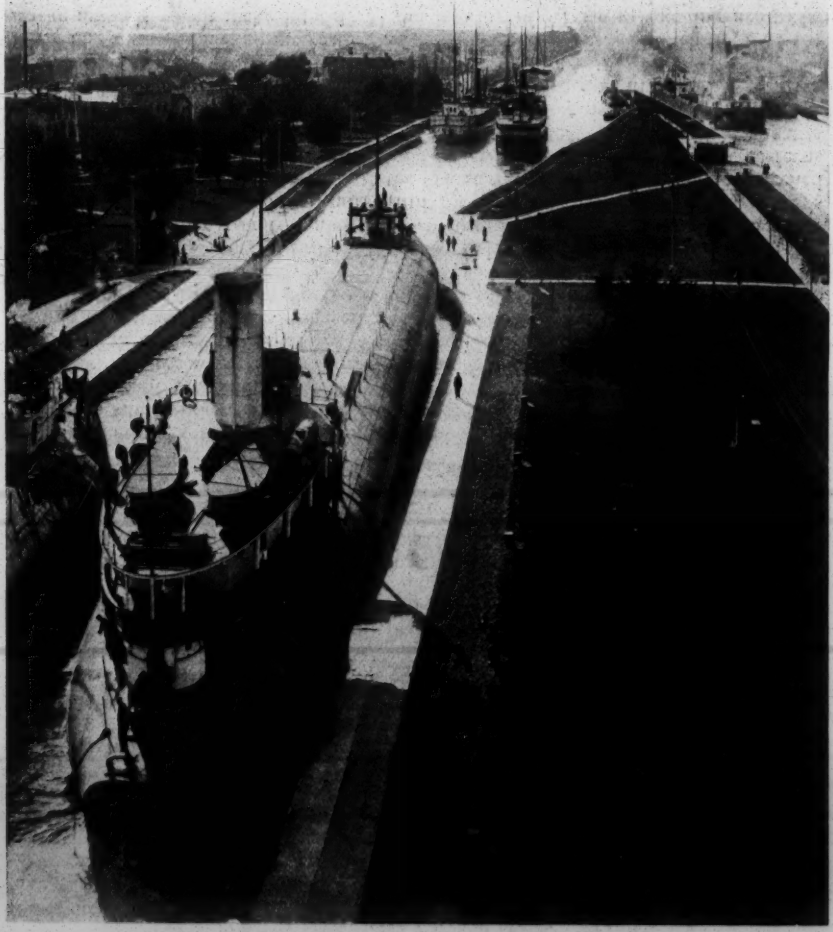
In Northampton in 1215 the barons gathered to oppose King John and forced the signing of the Magna Carta at Runnymede. It has also been the meeting place of many parliaments. Throughout this region were strongholds of the Puritan revolution led by Cromwell. The heritage of independence was brought to America by families from this region.

Some Famous Men and Women of Vermont

President Coolidge was born at Plymouth, Vermont. Daniel Willard, president of the Baltimore and Ohio Railroad, was born in the neighboring village of Hartland, 18 miles from the Coolidge homestead.

President Arthur and Senator George F. Edmunds were born in the north part of the state not far from Mrs. Coolidge's birthplace, Burlington. Ethan Allen, famous Revolutionary hero, though born in Connecticut, lived at Bennington. His courage led to the drawing up of a constitution at Windsor, fifteen miles from the Coolidge home, under which Vermont was a free and independent state for fourteen years. George Harvey, former Ambassador to England was born at Peacham, Brigham Young at Wittingham, Admiral Dewey at Montpelier and Admiral Clark of the famous Oregon cruise at Bradford, some 40 miles north of Plymouth. Rudyard Kipling married Caroline Balestier at Brattleboro, living four years in this city which is a three-hour drive from the Coolidge farm. Not far from Brattleboro lives Dorothy Canfield Fisher, the novelist, who is a Vermonter by adoption.

Gold and precious stones for many years have been brought from this land, and the recent find of radium merely adds one more rich treasure to the long list which the island's mines have been yielding. Its graphite output is the largest in the world—even larger than that of Ceylon. Iron, nickel, copper, mica and uranium, the mother of radium, abound.



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WHALEBACKS LOADED WITH WHEAT IN THE LOCKS AT SAULT STE. MARIE

This type of boat, distinctive of the Great Lakes, is fast disappearing. Large steel freighters with a tiny cabin at the bow and the engine far away at the stern are now the recognized type of steamers for lake transport. Through this canal they bring wheat and iron ore for the world's use. (See Bulletin No. 2.)